

# Boston.

Sch. Nokomis, 12,000 cod.  
 Sch. Dixie, 3000 haddock, 10,000 cod.  
 Sloop Mary E. Stone, 4000 cod.  
 Sch. Estelle S. Nunan, 2000 haddock, 4000 cod.  
 Sch. Bertha M. Bailey, 5000 haddock, 500 cod.  
 Sch. Seaconnet, 13,000 haddock, 500 cod, 1000 hake.  
 Sch. Henrietta G. Martin, 5000 haddock, 4000 cod.  
 Sch. Thomas W. Knight, 2000 haddock, 1000 cod.  
 Sch. John M. Keen, 8000 haddock.  
 Sch. Mary Cabral, 4500 cod.  
 Sch. Manomet, 9000 haddock, 500 cod.  
 Sch. James S. Steele, 1000 haddock, 1000 cod, 5000 hake, 4500 eusk,  
 Sch. Walter P. Goulart, 60,000 haddock, 20,000 cod.  
 Sch. Louise C. Cabral, 20,000 haddock, 7000 cod.  
 Sch. Richard J. Nunan, 6500 haddock, 2500 cod.  
 Sch. Mattie Brundage, 18,000 haddock, 2000 cod.  
 Sch. Helen B. Thomas, 16,000 haddock, 1000 cod.  
 Sch. Shepherd King, 20,000 haddock, 3000 cod.  
 Sch. M. P. Howlett, 20,000 haddock, 1000 cod.  
 Sch. Galatea, 1000 haddock, 11,000 cod.  
 Sch. Fitz A. Oakes, 1000 haddock, 4000 cod.  
 Sch. Hattie F. Knowlton, 3000 haddock, 7000 cod.  
 Sch. Yankee, 18,000 cod.  
 Sch. William A. Morse, 13,000 cod.  
 Sch. Sachem, 3000 cod.  
 Sch. Julietta, 9300 haddock, 1000 cod.  
 Sch. Emerald, 6000 haddock, 3000 cod.  
 Sloop Venus, 1500 haddock, 800 cod.  
 Sch. Grace W. Hone, 3000 cod.  
 Sch. Annie and Jennie, 15,000 cod.  
 Sch. Esther Gray, 12,000 cod.  
 Sch. Motor, 10,000 cod.  
 Sloop Diana, 6000 cod.  
 Sch. Merils H. Perry, 8200 cod.  
 Sch. Flavia, 14,000 haddock, 1000 cod.  
 Sch. Hope, 10,000 haddock.  
 Sch. Staanger, 6000 haddock, 500 cod.  
 Sch. Viking, 8000 haddock.  
 Haddock, \$1 to \$1.50; large cod, \$2; market cod, \$1.10 to \$1.30; hake, \$2 to \$3.50; eusk, \$1.25 to \$2; pollock, \$3.

## SUMMONED INTO COURT.

Captains of Schs. A. E. Whyland and Elector.

FOR FISHING WITHIN LIMIT.

Newfoundland Seems Disposed To Make More Trouble.

There is more fishery trouble at Newfoundland, and two captains of Gloucester bankers have been summoned to court for fishing within the three-mile limit. As the offences were alleged to have been committed on the Treaty Coast, where the rights of American vessels are clearly defined, the cases are not creating much excitement here.

Last evening, Capt. Carl C. Young, owner of sch. A. E. Whyland, received a message from Capt. Fred Morrissey of that craft, dated yesterday at Channel, N. F., and stating that he had been summoned to appear in court for fishing within the three mile limit and asking for advice as to the payment of a fine.

Capt. Young, who is one of the best posted men in the city on matters pertaining to Newfoundland fishing, immediately wired Capt. Morrissey to pay no fine until he heard from him and in the meantime to wire full particulars.

Collector Jordan also received a similar dispatch from Clayton Morrissey of sch. Elector of this port. It is evident that both vessels were fishing in the same locality and that both are charged with practically,

It is believed here that the captains of these two craft have been summoned into court for some infraction of some one of the multitudinous laws which are met with at every turn in every part of Newfoundland. Certain it seems, it cannot be for the violation of any three mile limit, as there is none on the Treaty Coast as far as American crafts are concerned, and the treaty of 1818 is more explicit as regards this part of the coast than of any other part.

From Channel and Port au Basque, N. F., there go out a great fleet of small boats, which fish with handlines on certain good fishing spots not far from shore. A local law forbids trawling on these spots. It is thought here that it may be schs. A. E. Whyland and Elector may have set trawls there and for that been summoned into court. There has been no seizure of the vessels, and the offence is only amenable to a fine.

Under the treaty of 1818, it never has been and is not at present considered that American vessels, living within their rights under the treaty, are amenable to any of these hundred and one petty local laws which are made for certain Newfoundland localities and to fit certain ends and cases.

The following despatch from St. John's would tend to confirm the statement made above that the whole matter concerns the friction between our treaty rights and local laws:

"Premier Bond, in the colonial assembly tonight, replying to questions anent the government's attitude toward the alleged illegal trawling of American, Canadian and colonial fishermen within the three-mile limit along the western shore, stated that the colonial cruiser Fiona has been despatched to the scene with proper officials on board to enforce the local fishery laws against all offenders.

"For some weeks American fishing vessels operating along the west shore, between Ramea and Cape Ray, where they exercise fishery rights under the treaty of 1818, have been trawling in-shore contrary to the local regulations, which forbid trawls within three miles of the coast.

"The Americans claim they are not subject to the local fishery laws, and following the example they have set, the Canadian and colonial trawlers have invaded the three-mile limit. The coast folk held a meeting of protest, and appealed to the government to act in their behalf, saying their hand-line fishing was being ruined by the illegal practice of the trawlers."

IT LOOKS LIKE  
BUSY TIMES FOR  
GLOUCESTER.

Standing now  
as we do at  
the threshold of  
spring business  
of another year,

there is much to give encouragement to the business men of this city as well as to the thousands who are well wishers for prosperous times to this grand old seaport. That our people are progressive is manifest by the recent combination of the business forces of four of the largest concerns in the fish producing and distributing business, establishments which have made their mark upon the business map of Gloucester, by their enterprise and industry. United as they now are, they propose to enter into new fields for markets for the ocean's produce and by every means within their power increase the business not only in volume but in that most valuable and satisfactory part, the profits. They enter upon this new departure with a wealth of experience and a determination to push Gloucester's industry to the very limit, and there is every reason to believe that success will crown their efforts. Others in the same line will follow a similar line of practice.

Then we have the coming of the fleet of the Atlantic Maritime Company of Boston, thirteen staunch vessels in all, which will be fitted here to follow the fisheries, and there are hopes of others to follow suit and add to the business interests along the water front.

The outlook for summer visitors never was brighter than it is today as well as the prospects for the sale of seashore lots in various sections, thus adding to the number of our permanent summer residents, is very encouraging. West Gloucester is one of the sections which is receiving much attention, and building will be started there a little later on, which will be in readiness for this season's occupancy. It needs but the commencement of building in that delightful territory to produce a building "boom," and that is what is apparently close at hand. There have been several calls from parties who know the property in all its attractions, and are anxious to possess themselves of some of the charming lots now opened up and ready for immediate occupancy.

## TROUBLING FISHERMEN.

### Red Sea Monster Clings to the Nets and Prevents a Catch.

The fishermen of Northumberland, Va., have been stricken with consternation by the appearance in those waters of a strange sea monster, a sort of jellyfish, blood red in color, and about the size of the top of an ordinary cheese box. It differs from other medusae in that it has no power to sting.

Unresistingly borne by the rushing tides, it strikes the mouth of the bag net or pound in which the fish are entrapped. Here the tentacles cling to each side of the opening and completely close it. It is then impossible to make a catch.

## Halibut Sale.

The fare of sch. Corona sold to the New England Fish Co. at 8 cents per pound for white and 5 cents for gray.

April 6

It would be well to keep an eye on West Gloucester, as it is destined to take a most prominent part as one of the most delightful seaside resorts on the North Shore. Prominent real estate dealers in Boston have taken occasion to visit this section recently and are loud in its praises and will recommend it to those of their patrons who are looking for something choice and reserved in the way of seashore lots. The building up of this section will add much to the business of the city, as well as add to the taxable property.

Much is expected of the mackerel fleet for the coming season. There is profit in this branch of the fisheries and quick cash returns follow the catches. Everything that skill and close attention to business, on the part of those engaged will begiven this branch and the hope is that "heavy decks" will reward the fishermen for their season's work.

The formation of the James G. Tarr & Bros. corporation in the fish business, will make quite a difference to the business at Rocky Neck, as the new concern propose to hustle for a goodly share of trade, while the James H. Tarr Copper Paint Corporation have a lively time in filling orders which are coming in every mail, giving a most encouraging outlook for the future. The glue and phosphate establishments are all running at their highest capacity sending forth piles of merchantable commodities which meets with ready sales all throughout the country.

Our merchants are preparing for the coming season. The visitors are good buyers. Anything that suits them, especially in the summer time, they purchase eagerly and send home to their friends, which by the way is a thoughtful thing to do. Lines of goods in this department are purchased with avidity as well as the everyday articles which are constantly sought for. Altogether it looks as if Gloucester was on the right track and long may she keep so, say we.

April 6.

FISHING VESSEL SEIZED.

Gloucester, Mass., April 6.—Fishing schooner A. E. Whyland, hailing from this port, has been seized by Newfoundland authorities for fishing within the three-mile limit. This information, without additional details, was received here in a telegram from Captain Morrissey of the schooner to C. C. Young, owner of the vessel.

April 6.

Mackerel News.

Sch. Miranda will fit for south seining under command of Capt. Edward Morris.  
Capt. Benj. Spurling is here from Boothbay Harbor to fit sch. Veda M. McKown for south seining.  
Capt. Norman A. Ross will not have to wait for the arrival of sch. Selma to fit out for south seining, as he will take the sch. Catherine G. Howard, which belongs to the same firm, and is now in port, and fit her right away for mackereling.

April 6.

MONSTER HADDOCK.

One Weighing 28 Pounds Brought in by Sch. Bertha M. Bailey.  
Sch. Bertha M. Bailey of this port, at C wharf today landed a haddock which was one of the largest ever seen on the wharf. It weighed 28 pounds.

April 6

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Valentinna, via Boston, 15,000 lbs. fresh fish.  
Sch. Eglantine, Georges halibuting, 30,000 lbs. fresh fish, 8000 lbs. salt cod, 2000 lbs. halibut.  
Sch. Lizzie M. Stanley, Georges, 40,000 lbs. fresh fish.  
Sch. Annie and Jennie, via Boston, 15,000 lbs. fresh cod.  
Sch. Walter P. Goulart, via Boston, 50,000 lbs. fresh cod.

Today's Fish Market.

These prices are based on the last known sales.  
Salt handline Georges codfish, \$4.50 per cwt. for large, \$3.50 for medium.  
Salt trawl Georges codfish, \$4.50 for large, 3.50 for medium.  
Salt hake, \$1.00.  
Salt haddock, \$1.50.  
Salt cusk, \$2.25.  
Salt trawl bank codfish, \$3.50 for large, \$3.00 for medium.  
Newfoundland frozen herring for bait, \$3.00 per cwt.  
Shore frozen herring, for bait, \$2.50 per cwt.  
Splitting prices of fresh fish: Large Eastern cod, \$1.75; medium do., \$1.25; large Western cod, \$2.12 1-2; medium do., \$1.50; haddock, 85 cts.; cusk, \$1.25; hake, 80 cts.; pollock, 65 cts.  
Fresh halibut, 8 cts. per lb. for white and 5 cts. for gray.

Boston.

Sch. Catherine and Ellen, 60,000 haddock, 25,000 cod.  
Sch. Angie B. Matson, 1000 haddock, 1000 cod.  
Sch. Ramona, 60,000 haddock.  
Sch. Emily Cooney, 17,000 haddock.  
Sch. Sylvia M. Nunan, 8000 haddock, 1000 cod.  
Sch. Ignatius Enos, 4000 cod.  
Sch. Olivia Sears, 1700 cod.  
Sch. Minneola, 4000 haddock, 500 cod.  
Sch. Distant Shore, 1500 haddock, 500 cod.  
Sch. Mary J. Ward, 3000 cod.  
Steamer Isabel, 200 haddock, 600 cod.  
Steamer Quartette, 2500 haddock, 2500 cod.  
Sch. Defender.  
Sch. Sadie M. Nunan, 1000 haddock, 1000 cod, 4000 hake.  
Sch. Buema, 3000 haddock, 4000 cod.  
Sch. Regina, 55,000 haddock, 35,000 cod.  
Sch. George H. Lubea, 10,000 haddock, 1000 cod.  
Sch. Gov. Russell, 15,000 haddock, 2000 cod.  
Sch. Elsie F. Rowe, 4000 haddock, 14,000 cod.  
Sch. Mary C. Santos, 30,000 haddock, 4000 cod.  
Sch. Benj. F. Phillips, 60,000 haddock, 7000 cod.  
Haddock, \$1 to \$1.75; large cod, \$2.50; market cod, \$1.10 to \$1.50; hake, \$2.

Fishing Fleet Movements.

Frank Stanwood's big gasoline fishing launch is fitting for pollock and cod seining off Cape Cod, under command of Capt. Albert Sadler.  
Capt. William J. Corkum is fitting sch. Priscilla Smith for south seining.  
Many of the big fleet which will go Rips fishing will begin to fit out next week.  
Sch. Arbutus will be fitted shortly for a ditched halibut trip under command of Capt. Charles Flygore.  
Capt. Albert Flygore will command sch. Oregon in the ditched halibut fishery.  
Sch. Metamora of Boston has fitted here for southern seining under command of Capt. John Robbins.

April 6

Sch. Elizabeth Silabee has had her new gasoline engine put in and is now on Burnham's railways slicking up. When she comes off, Capt. Eben T. Lewis of Boothbay will fit her for seining. She will be the largest vessel in the mackerel fishery.

Capt. Samuel Hatch of Provincetown has given up the idea of going south seining in the Boston sch. Mooween and Capt. William Doyle will now fit her out for mackereling.

The Bucksport sch. Elizabeth N. will fit here for salt banking under command of Capt. William H. Goodwin.

Capt. Alfred Johnson will now fit sch. Lelia E. Norwood for Georges halibuting.

Sch. Edna Wallace Hopper is on Parkhurst's railways, having her propellers put on. She will soon sail south seining.

The gasoline engine for the handsome new sch. Alert is expected to arrive today and no time will be lost in installing it.

April 7

CAPTAINS WERE FINED.

Trawling and Fouling Grounds Were Charges Made.

Cases Not Serious and Fines Were but \$40 Each.

A despatch from St. John's, N. F., says: "The government was informed tonight that the officials who went to the west coast on board the colonial cruiser Fiona have already begun proceedings against the American fishermen, who, it is alleged, have invaded the three-mile limit for trawling and otherwise violated the local fishery laws.

"Clayton Morrissey, master of the schooner Elector of Gloucester, Mass., and Fred. Morrissey, master of the Gloucester schooner A. E. Whyland, were fined \$40 each today for using 'bull tows' inshore and for fouling the fishing grounds by throwing offal overboard. Other prosecutions are pending.

"The governor's prompt action is strongly approved by the residents along the coast affected by the alleged illegal practices of the fishermen."

Up to this morning Capt. Carl C. Young, owner of sch. A. E. Whyland, had received no answer from his telegram for particulars. He said that he had wired Capt. Fred. Morrissey not to pay any fine until advised by him to do so. It does not appear from the above despatch that either of the captains of the two vessels have paid the fines imposed; if they have they have undoubtedly paid them under protest.

The term "bull trawls" as used in Newfoundland, should not be confounded with the term "bull tow" as used here. The latter applies to a trawl set from deck, generally by the cooks of fresh halibuters. It is a trawl with from 15 to 30 hooks and is paid out with the tide, a heavy lead on the inner end taking it down, and this, with the tide, keeps the hooks near bottom. The "bull tow," as known here, is never used by salt bankers.

The term "bull trawl," as used in Newfoundland is synonymous with "trawl" as used here, that is, what we call a trawl, they call a bull trawl.